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Spring Wraps and Jackets—all of them; cut deep, too. We want to close them out. Gar-ments of the best grades at very low prices.

LADIES' SUITS

All-Wool. Tailor-made Serge Blazer Suits at \$9. We think this is the best thing in this market at the price. Columbian Tourists' Suits, of which we are seents, can be worn in four different ways. They are very neat and tasteful.

A Special Sale.

Ladies' Wrappers, Ladies' Shirt Waists, Ladies' Silk Waists. Children's Gingham and White

Dresses. Lace Curtains, Draperies, Etc.



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Large airy rooms. Individual instruction, 500 students annually. Catalogue. 'Phone 490.

HEEB & OSBORN

THEY ARE RIPE FOR A RACE WAR.

Hebrew Quarter Much Stirred Up Over Two Attacks by Colored Ruffians.

David Saruck, proprietor of a livery stable on Merrill street, just west of liliols street, was the victim of a victous and unprovoked attack by two unknown colored men yesterday afternoon. Saruck was standing upon the edge of the sidewalk, in front of his stable, washing a buggy, when the two colored men came slong the street. One of them took especial pains to run against him, although there was plenty of room upon the walk to pass. Saruck looked up from his work and asked, "Isn't the sidewalk large enough for you?" Without saying a word in reply the man spoken to struck Saruck with some kind of a sharp instrument which he held in his hand, indicting a very painful but not serious wound in the back of the shoulder. Before he could offer any resistance to the attack the other colored man struck

him a vicious blow in the face with his fist. The assailants then took to their beels, and it was well for them that they did, for excitement ran high for a few hours, and, if they had been caught, it is not improba-ble that the residents of the neighborhood would have handled them so roughly that they would have had need for the services of a surgeon. The neighborhood is one where there are quite a number of Hebrews. that being Saruck's nationality, and it is very quiet under ordinary circumstances, but the attack on one of their race, coming right upon the heels of several more violent and unprovoked attacks in other parts of the city, inflamed the peaceable Hebrews to such an extent that what they might have done had they caught the two colored men can only be

Another thing that served to make them exceedingly wrathy and auxious to mete out justice in their own way to the two colored men was an attack made upon Mrs. Joseph on Monday night. Mrs. Joseph, who resides in the neighborhood, had been out with her two children and was returning home, and to shorten the distance she went through the woodshed.
Just as she stepped inside the door a burly
negro clapped his hands over her mouth and told her not to cry out. Instead of do-ing as ordered, however, she jumped back and screamed as did also the two children. The negro then fled and was never seen afterwards. It was dark in the shed so that Mrs. Joseph could not see her assailant and consequently identification is out of the question. The attack upon Saruck following this has caused a bitter feeling against the negroes by the Hebrews in the neighborhood, and some of them even went so far yesterday as to say they would like to take part in the lynching of a

Collided with a Buck.

Miss Mattie Wells, residing at No. 627 West Maryland street, was riding a bicycle on Illinois street yesterday morning, when she collided with one of Bird's backs and was knocked from her wheel. In attempting to get up one of the wheels of the hack ran over her foot, badly crushing the member. She was taken to her home.

New partor goods at Wm. L. Eider's.

class bill of fare at 35c and 25c.

VALUE OF CITY FRANCHISES

The Congregational Club Considers the Municipal Ownership of These Grants.

Prof. John B. Commons, of the State University, Reads an Admirable Paper on the Subject-Century Club's Dinner.

CITY OWNERSHIP OF FRANCHISES.

Prof. Commons, of Indiana University, Reads a Paper to the Congregational Club. The Indianapolis (Congregational Club. at its second regular meeting last night, at Plymouth Church, listened to an admirable paper on "Municipal Ownership of Public Franchises" by Prof. John B. Commons, of Indiana State University. Earlier in the evening the club enjoyed a dinner at

Burnham's cafe. Professor Commons's paper showed much research on this important feature of municipal government. The march of science and invention be characterized as the technical revolution of society in which nature is made the slave of man instead of the master. This technical revolution has built up like condensed empires and made men dependent on each other for their very livelihood. No one nowadays supplies his own wants. He performs one little service for society at large and looks to society for his own sustenance. Hence those industries which are called distributive are the most vital of all. These industries are rightfully looked upon as public services. They must have special favors from society, and society cannot withhold these because its life depends upon these services. Hence society grants them franchises, rights of way, the use of public highways, the sovereign domain. From the nature of the case it makes them monopolies. Private corporations now in control of the distributive industries of a city are very different from the original experimental corporations. They need none of the costly devices of advertising and bill posting. Their market is constant. The stockholders, are as a rule, no longer the managers. They have surrendered their earlier functions into the hands of salaried presidents, superintendents and attorneys. These agents look only for dividends. The professor then went on to show why these enterprises should be owned by the city. Every city in the land is in a constant fever of complaint because of the high charge and shappy service of these and shabby service of these favored monopolies. The Manhattan elevated road of New York carries its passengers at a cost of 21/2 cents apiece, and charges them 5 cents for doing it. Prof. Commons then discussed the ethical side of municipal government for a few minutes, and afterwards cited instances where public control of the private monopolies was attempted. Massachusetts has established a State board of gasjand electriclight commissioners, which can compel companies to establish reasonable rates. Its decisions are final. The board has been in existence about eight years, yet the service in this State is not so good as in States where cities own their own plants. These enter-prises are not experiments. They supply necessities and unless the city itself with-ers away they are sure to grow more profitable. These enterprises are monopolies.

The government cannot safely engage in competition with private corporations because it cannot afford to take the risk. The professor's argument showed that the government dared to take the risk where it had a monopoly, and it was successful. A city could afford to take a risk where it had a monopoly. If the government did not forbid private persons to carry the mail, the public postoffice would prove a failure. This does not mean that the public service is inefficient, but that public financiering is based on different principles from private. Its purpose is the development of the country or the city, the encouragement of industry, the equalizing of conditions, the welfare of the masses. A private postoffice would give magnificent service between the big cities, but the South and the West, where the distances are great and the population small, would get poor service or no service at all.

There is not a great deal of individual skill employed in these distributive enterprises, and the workmen nearly all have the same kind of duties. They could be organized like an army, be thoroughly disciplined, and would always be under the watchful eyes of their masters, the

The statistics quoted by Professor Com-mons to illustrate the wisdom of cities

owning the distributive enterprises were surprising to many of his auditors and the figures carried conviction. The cost per capita for a daily consumption of ninety gallons of water in thirty-six cities that own their own water-works plants averages \$11.50, while in fourteen cities where the water works are under private ownership it averages \$17.42, an increase of 51 per cent. There is a vast saving to the city and to the individual where the city owns the gas works, and it is shown that the average individual consumption of gas is smaller under public ownership, but the number of consumers is greatly increased. The city of Wheeling, W. Va., in 1892 made gas at 57 cents a thousand, and Wheeling only had a population of 35,000. The average cost of making gas in nine cities that own their gas works was 64 cents a thousand feet, and even at that the cost of making gas is rapidly decreasing. It only costs 35 cents a thousand to make water gas. Philadelphia bays it delivered in her holders at 37 cents: She owns her own pipes and holders. In Philadelphia 18 per cent, of the population covers the number of consumers, and in Wheeling 10 per cent., while in Boston, where the ownership is private, the consumers amount to only 7 per cent, of the population. Electric lighting offers greater surprises, and the statistics are ex-cellent arguments in behalf of municipal ownership of these lighting plants. In twenty-three cities, where municipalities own the plants, the average cost per arc light is \$53.04, and in twenty-nine cities, where the ownership is private, the average price paid by the cities for each light was \$106.51. This shows what an immense profit there is in

these plants, and yet, where the ownership is vested in the hands of private corpora-tions, the prices are too high to have a city sufficiently lighted. Philadelphia sells gas at \$1.50 a year, and clears a million dollars a year thereby, by reducing taxes. American cities have not yet made the experiment of controlling their street rail-roads. Plymouth and London, England, and Glasgow, Scotland, have recently bought the lines operated in those cities. To illustrate the manner in which these monopolies are fattening off the public it was stated that the Manhattan elevated road in New York, which only cost \$22,000,000, is bonded at \$70,000,000 and pays big dividends on this inflated stock, the stock selling at a good premium. If cities own their own railroads they would be able to borrow money much cheaper, and with cheaper fares the traffic would so increase that the earnings would not decrease. The working people would be greatly benefited, for they could leave their homes in the crowded tenements and go to the suburbs. The ethical phase of

this municipal ownership of railroads was further considered by Professor Commons. He thought the possibilities of transportation in cities was so great that the time would come when cities would not only own their roads but would also carry freight and would carry it almost for nothing. The reason that American cities have such good fire departments is because the insurance companies are ready to increase rates if the service deteriorates, and by thus appealing directly to the pocket books of the people themselves this municipal feature is well maintained.

The speaker, in closing his paper, ex-plained a scheme for the operation of a street-railroad plant by the city, and in this scheme civil-service rules were the predominating factor. There would be a succession of superiors, and every man would be directly responsible to his superior.
After the employes reached the age of sixty
or sixty-five years he believed in pensioning After the paper was concluded a number

of the members of the club took part in a discussion of it, although the sentiment

was all one-sided and in line with that of

the club will not be held until November, as a summer vacation is to be taken.

CENTURY CLUB'S DINNER. A Rare Symposium of Good Things Both

Physical and Intellectual. Nobody understands better how to enjoy a good dinner than the coterie of young men comprising the Century Club, and the annual "spread" of the club is always surrounded with such a wealth of good stories and such a halo of intellectual scintillation as make it a feast for the gods. It has been held for the past two or three years at the Denison House, and upon each occasion landlord Cullen seeks to break his previous record in providing an artistic dinner. That of last evening was no exception to the rule, and the club enjoyed an elaborate menu. After it was disposed of the sympostarch called for these toasts:

"A Benediction".....James Smith

The skeleton programme carries with it little conception of the rare wit with which the speakers clothed it. The celebrated political debate between Messrs. Potts and Dunn will go glinting down the ages as one of the rarest it has been the fortune of mortals to hear.

ZIGZAG CLUB'S ROAD RACE

Crawford Wins the Medal and Hunter Gets the Time Prize.

Heavy Rains Prevented Anything Like Good Record-Races at Pullman and Other Points.

ZIGZAG CLUB'S RUN.

Roads at Greenfield Were Heavy - Other Races Declared Off.

The third annual five-mile handicap road race of the Zigzag Club occurred in Greenfield yesterday afternoon. On account of the rain the track races could not be run. They were as tollows: The one-quartermile scratch, with five entries; half-mile handicap, with twenty entries; the onemile scratch, with seven entries; the twomile handleap, with thirteen entries. The road race was run, notwithstanding the heavy condition of the road, which, however, was in as good shape as could be expected. The start was made at Maxwell, five miles north of Greenfield, and the finish made on State street there. The starting judges were Lew Keck and Harry Hearsey. The entries and handicaps were as follows:

Fred Jungelaus, 2 minutes; Clare Cameron, 1:50; Geo. Dickson, 1:40; R. Al Curtis, 1:40; C. G. Crawford, 1:40; L. S. Hill, 1:40; Chas. Kurtz, 1:35; Thomas Hay, 1:35; Frank Clemens, 1:25; E. L. Dynes, 1:25; H. McNeeley, 1:20; W. W. McCain, 1:20; Otis R. Lowe, :35; E. P. Roll, :25; Carl Cameron, :25; E. V. Minor, scratch; F. E. Hunter, scratch; C. G. Fisher, scratch.

The finish was a close one, as the first seven or eight men were well bunched, in fact closer than the time shows, as it was hard to catch it exactly. The handicap men started before 6 P. M., and the scratch men just at 6 o'clock, and the finishes are all given as so many minutes after 6 o'clock. The finishes were made as follows:

First-C. G. Crawford, 17:10. Second-L. S. Hill, 17:13. Third-E. L. Dynes, 17:17. Fourth-William McCain, 17:80. Fifth-F. E. Hunter, 17:35. Sixth-E. V. Minor, 17.45.

Mr. Hunter made the best time, however, and won the time prize. This makes the third year Hunter has won the time prize, and last year he won both time prize and first medal. Had it not been for a series of accidents the result would have been changed somewhat. About two miles from the start E. P. Roll, fifth man, struck a soft place that caved in and threw him and Carl Cameron, and Lowe ran over him and his wheel, which threw both of them, also, and it was some time before they got straightened out and away. Cameron received a bad gash in the leg which will dis-

able him for some time. The prizes were as follows: Time prize —gold watch: Position prizes—First prize, gold medal; second prize, gold medal; third gold medal; second prize, gold medal; third prize, clyclometer; fourth prize, sweater; fifth prize, pair shoes; sixth prize, toe clips. The judges were G. A. Powell, of Shelby-ville, and Will Devore and W. E. Hick. The timekeeper was Joe Cameron, and the referee was A. B. Irvin, of Rushville.

A large number of wheelmen and their friends from Indianapolis rode over on their wheels and a still larger number.

their wheels, and a still larger number went over on a special train. Nobleaville, Knightstown, Pendleton and Sheibyville sent delegations of wheelmen, and Greenfield has never before seen so many cyclers, many of whem were ladies. The exercises were closed by a ball at Masonic Hall, in which onits a number passed a complete. which quite a number passed a couple of hours very enjoyably, all returning home on the special train which left there at

There was a dispute among the judges as to who of the scratch men won first place. They were riding so close, and owing to the condition of the road so wide apart that it was almost impossible to catch them as they went across the tape. Minor and Hunter were so even that it was decided to wait for future consultation before awarding the time prize. The time of the first scratch man will be 15 minues and 80 seconds, which is the fastest time ever made over the course, and is a three-min-nte clip, which is above the average for a tive-mile run.

PULLMAN HANDICAP ROAD RACE. The Greatest Cycling Event in the World Participated in by 300 Wheelmen. Special to the Indianapolis Journal.

CHICAGO, May 80 .- To-day was the Chicago Columbia Wheelmen's day. Representatives of that cycling club captured both the place and the first two time prizes in the seventh Pullman handicap road race, the greatess event in the cycling

Marinus Nelson took first place and the second time medal, missing the first time prize by but 27 seconds. His time for the 174 miles of the course was 55:44. To Nessel falls the honor of being the swiftest of the three bundred men who started. He was sent off two and a half minutes behind the scratch men, and made it in 55:17. The winner of the third time medal is G. L. Emerson, of the Englewood club, who started from the three-and-a-half-minute mark and finished in 55:48. The fourth best man in the speed standpoint is A. L. Leonhardt, of the Calumet Club, whom the nandicapper placed on the three-and-onehalf-minute mark. He finished in 56:09. Nessel, the first time prize winner, has not distinguished himself before. He was the twentieth man to cross the tape. The order of finish was: M. Nelson, Chicago, first; time, 55.44. J. F. Gunther, Chicago, second; time, 57:46. E. S. Hike, third; time, 57.80; H. Zerbel, Milwaukee, fourth; time,

The start was seen by a great crowd of people and was made without a hitch. The inish was witnessed by about four thousand persons and was a bad one. F. Gun-ther, of the Lincoln Club, should have won the race. He lost it by a fluke. About one hundred feet from where the finish tape was stretched is a railroad track. There Stackpole, his trainer, stood, and as Gunther came down the course, leading Nelson by several lengths, the trainer waived his hand and shouted. Gunther, supposing he had crossed the tape and that his trainer wanted him, dismounted. Before he realized that his race was not won Nelson crossed the tape. Then without monetics. crossed the tape. Then, without mounting he ran across the tape, linishing second. George K. Barrett was run into by another wheelman and thrown heavily. He suffered a bad cut on the left leg, was bruised about the left hip and sprained the left arm. There were several other accidents of a minor nature. Arthur Lumsden narrowly escaping death from a train in BURNHAM's business men's lunch—A first- the paper. During the evening Mrs. Morri- crossing the tracks, being saved by a boy. son sang a selection. The next meeting of who ran in front of his wheel and knocked

him off. Another exciting incident was | due to a stupid policeman who got in the way of H. Zerbel, of Milwankee, just after the latter had crossed the tape, fourth. The result was a collision, which doubled up the officer like a jack knife and sent the 'cyclist headlong directly over the policeman, so the matter was passed with

Ten Mile Amateur Race,

Special to the Indianapolis Journal. Marion, Ind., May 13 .- A ten-mile road race was run to-day by amateur Grant county wheelmen for prizes. The course was from Fairmount to Marion. The best time was made by C. E. Miller, thirty-six and one-half minutes, who captured both the time and first in medals. The other contestants were Ed Williams, A. Fransen, H. Bailer, R. Holmes, Harry Kirby and Ed Dithridge.

Road Race at Danville, Ill. Special to the Indianapolis Journal.

DANVILLE, Ill., May 30 .- In the ten-mile bicycle road race, to-day, Cadwaliader, of West Lebanon, won the time prize. Time, 25:50. Bigger, of Danville, handicapped six minutes, won first prize. Time, 37:30.

Zimmerman Captures Two Bicycle Races. Paris, May 30 .- A. A. Zimmerman, of the New York Athletic Club, arrived in Paris from London yesterday. In the afternoon he won two amateur races at 5,000 metres and 1,000 metres, respectively, defeating Vogt, the champion of Bootland; A. Du Cres, the champion of Ireland, and Dervil, the amateur champion of France. Zimmerman will try for the mile record next

BLOODY WAR ON THE "LEVEE."

Pitched Battle Between Artillerymen and Gamblers at Rice's Salcon.

Yesterday evening a bloody battle between three members of the Indianapolis Light Artillery and half a dozen levee gamblers occurred at Rice's saloon, No. 65 North Illinois street. The soldiery, acting upon the theory that a round of beer would be a fitting close of the observance of Memorial day, dropped into the saloon shout 6 o'clock, and after sipping the foam from the chiseled glass one of the young men suggested that they go upstairs into the wineroom. They ascended, and found Miss Pearl Donelly and several other women. It appears that Miss Donelly and one of the uniformed gallants were acquaintances, and sat down for a quiet chat, which in a few moments was interrupted by the inopportune appearance of Harry Bowman and James Keller with several of

their friends. Mr. Bowman's eye took on a greenlike hue when he discovered the presence of an artilleryman in the room, and he inter-fered at once with the entertainment which was being accorded the soldiers.
Miss Donelly mildly requested Bowman to leave the room, and was knocked down by the latter. Then another one of the young women attempted to eject the intruder and was also sent reeling to the floor by a blow. At this juncture the artillerymen withdrew by a rear stairway, but were overtaken by the Bowman crowd, and in the back yard of the saloon, both parties met in a free fight. The melee continued for several minutes, and during its progress one of the military was seriously hurt about the head, and Keller, of the other side, received a knife thrust above the eye. Officers Richardson and Duty came on to the cers Richardson and Duty came on to the scene in time to avert a tragedy but only succeeded in capturing Keller, his friends hurredly absenting themselves at the approach of the officers. The artillerymen made no attempt to escape, but the police were satisfied that they were not the aggressors and allowed them to go without arrest. Their names were not learned. The women were not seriously injured.

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Leave your orders with us for Hill's Sliding Win dow Screens. Can fit you out in good shape at reduced prices, painted any color, or varnished. Also Hill's Sliding Inside Blinds. Don't forget we have the best Refrigerator made, and the Rapid Ice Cream Freezer is not equaled by any other on the market.

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Fine jewelry, necklaces, watches, gold and silver bracelets, the latest novelties, opera glasses, choice leather goods, buttons, pins, rings, and many other dainty forms in gold and silver to make the remem-We show our goods willingly and will be glad to assist you in making a selection.

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FOR THE BABIES.

To introduce our Jewelry Department we will send prepaid, by mail, a solid Gold Baby Ring for 30c, if ordered before June 5. Send stamps or postal note.

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Bicarbonate of Magnesium	13.234 "
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rganic Matter	light trace

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